

GP-4000 **SLIPFORM PAVER**



GOMACO®

The Worldwide Leader in Concrete Paving Technology

WORLD'S LARGEST

- The GP-4000 four-track and two-track features high-production and proven rideability results on new and reconstruction of highways, airports and city streets.
- The modular frame telescopes on the left side up to 3 ft. 6 in. (1.07 m) and modular vibrator packages provide ease in changing hydraulics for paving widths.
- Mainline and airport paving widths range from 12 ft. (3.66 m) to 50 ft. (15.24 m) in a single pass.



MAINLINE PAVER

- GOMACO's exclusive operating system features self-diagnostics for front and rear grade, cross slope, steering, and reverse steering for ease of operation. GOMACO's control system features dual grade controls for sensing stringline on both sides of the machine simultaneously. Stringless technology is adaptable to this control system.
- The GP-4000 is equipped with multiple emergency stops, track guards and other safety features.



HIGH-PRODUCTION

UP TO 50 FOOT WIDE PAVING

VERSATILE MODULAR DESIGN

TWO-TRACK & FOUR-TRACK

AIRPORTS & MAINLINE PAVING

SUPERIOR RIDEABILITY

TELESCOPING FRAME

ENHANCED ON-SITE MOBILITY

TRANSPORTABILITY

EXCLUSIVE OPERATING SYSTEM

MODULAR HARDWARE

STRINGLESS TECHNOLOGY

SAFETY FEATURES



HW-089902-12A

The GOMACO paving train provided high-production on this mainline paving project in Detroit, Michigan. The company used their GOMACO placer/spreader for accurate placing and spreading of concrete in front of the GP-4000 paver, and following the paver was the GOMACO T/C-600, used for texturing and curing the slab. Today's GP-4000 is powered by an emission controlled C13 Caterpillar diesel engine. This 440 hp (328.2 kW) engine provides ample power for any mainline project. The versatile GP-4000 has a telescoping modular frame. Depending on the paving width, various vibrator packages provide from 16 to 48 vibrator circuits.

SLIPFORM PAVING



HW-010110-10A



HW-120001-21A

The GOMACO GP-4000 is the preferred paver for airports around the world. High production on runways and aprons is achieved with slipform paving up to 50 ft. (15.24 m) wide in a single pass. This four-track, equipped with the GOMACO's IDBI dowel bar inserter, meets all specification requirements on the Sky Harbor Airport in Phoenix, Arizona. GOMACO's IDBI is a fully automated patented system for both two-track and four-track pavers. The exclusive IDBI system is far superior to others on the market. It is proven to be the world's most accurate in bar placement location, productivity, and meeting rideability specifications.

PROVEN RIDEABILITY



HW-060504-D8

This company uses their GP-4000 four-track, equipped with the IDBI dowel bar inserter, to pave the Meihe Highway in the Guangdong province of China. This mainline highway project is being slipformed at 29 ft. (8.84 m) wide and 11 in. (279 mm) depth.



HW-068908-17

This two-track GP-4000 is equipped with the world's most accurate IDBI system. GOMACO's patented IDBI dowel bar inserter provides ease and accuracy in dowel bar placement transversely across the slab. This machine is also equipped with a sidemounted air-powered bar inserter and will accommodate most types of bars. Optional 16 ft. (4.88 m) or 18 ft. (5.49 m) track lengths are available for customer preference.

AROUND THE WORLD



HW-100425-D9

This versatile four-track GP-4000 is equipped with the IDBI system. The exclusive operating system allows the machine to be controlled by an automated 3D machine-control system and not by stringline. This is a two-layer mainline paving project in the Czech Republic. Paving widths on this project range from 35 ft. (10.7 m) to 40 ft. (12.2 m). The total thickness of the two-layer slab is 12 in. (305 mm). GOMACO's patented two-layer paving mold incorporates two-layer paving into a "single-mold design." This system eliminates the use of more equipment for the job and eliminates having to extend the paver to great lengths between the front and rear legs for second-layer paving. The material is spread with an auger and consolidated with vibrators and a tamper bar.



HW-040505-D2

This two-track GP-4000 is slipforming a 24 in. (610 mm) thick slab at the Atlanta Hartsfield Airport in Atlanta, Georgia. The GP-4000 is also equipped with the exclusive operating system and 3D control system providing a stringless operation.

THE GP-4000 IS CHOSEN



HW-050004-5

This company chose the four-track GP-4000 to slipform four miles (6.4 km) of concrete on Route 30 in Fontana, California. The project was paved in three continuous sections to provide a new east/west artery into Los Angeles, California, to relieve congestion into the city. The GP-4000 was set up to slipform 38.5 ft. (11.7 m) wide passes, 11 in. (279 mm) thick, with over 123,000 yd.³ (94,041 m³) of concrete. The machine was equipped with GOMACO's patented IDBI system for the placement of bars. The IDBI dowel bar inserter provided easy and accurate bar placement. The IDBI was placing 1.5 in. by 18 in. (38 by 450 mm) dowels 12 in. (300 mm) apart, and placed approximately 335,000 dowel bars throughout the entire project. Tie bars for the longitudinal joints were inserted into the slab at 24 in. (600 mm) spacing. These bars were inserted using the mold-mounted bar inserters. Rideability specifications were easily achieved on this project. The GP-4000 was also equipped with the GOMACO Auto-Float[®], designed to automatically seal the concrete surface during the paving operation.



HW-030403-D20

This project involved over 40 miles (64.4 km) of Interstate 25, north of Denver, Colorado. The two-track GP-4000 slipformed the concrete at 40.5 ft. (12.3 m) wide and 13 in. (330 mm) thick. The machine was equipped with GOMACO's patented IDBI system for the placement of bars.

FOR MAINLINE PAVING



HW-050533-D19

The four-track GP-4000 is designed to meet all the paving specifications and rideability requirements while slipforming a toll road near Austin, Texas. This massive project was nearly 100 miles (161 km) of concrete paving with the roadway ranging from 40 ft. (12.2 m) up to 64 ft. (19.5 m) wide, and the majority of the concrete was 13 in. (330 mm) thick and paving over continuous steel reinforcing. The GOMACO GP-4000 was set up to pave at three different paving widths, 18 ft. (5.5 m), 22 ft. (6.7 m), and 24 ft. (7.3 m). The company chose the GP-4000 for this project because of the overall weight of the four-track machine and its ability to meet and exceed ride specifications for the life of the project.



HW-118305-2

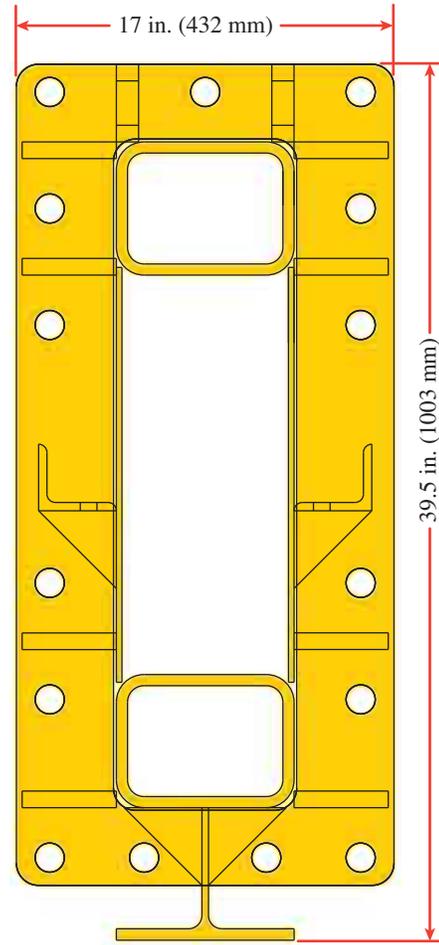
A high-production feature on GOMACO slipform pavers is one-pass slipforming with integral curb on one or both sides of the slab. The two-track GP-4000 is slipforming this slab at 31 ft. (9.5 m) wide and 5 in. (127 mm) thick, with integral curb on both sides of the slab.

GP-4000 PROVIDES DURABIL



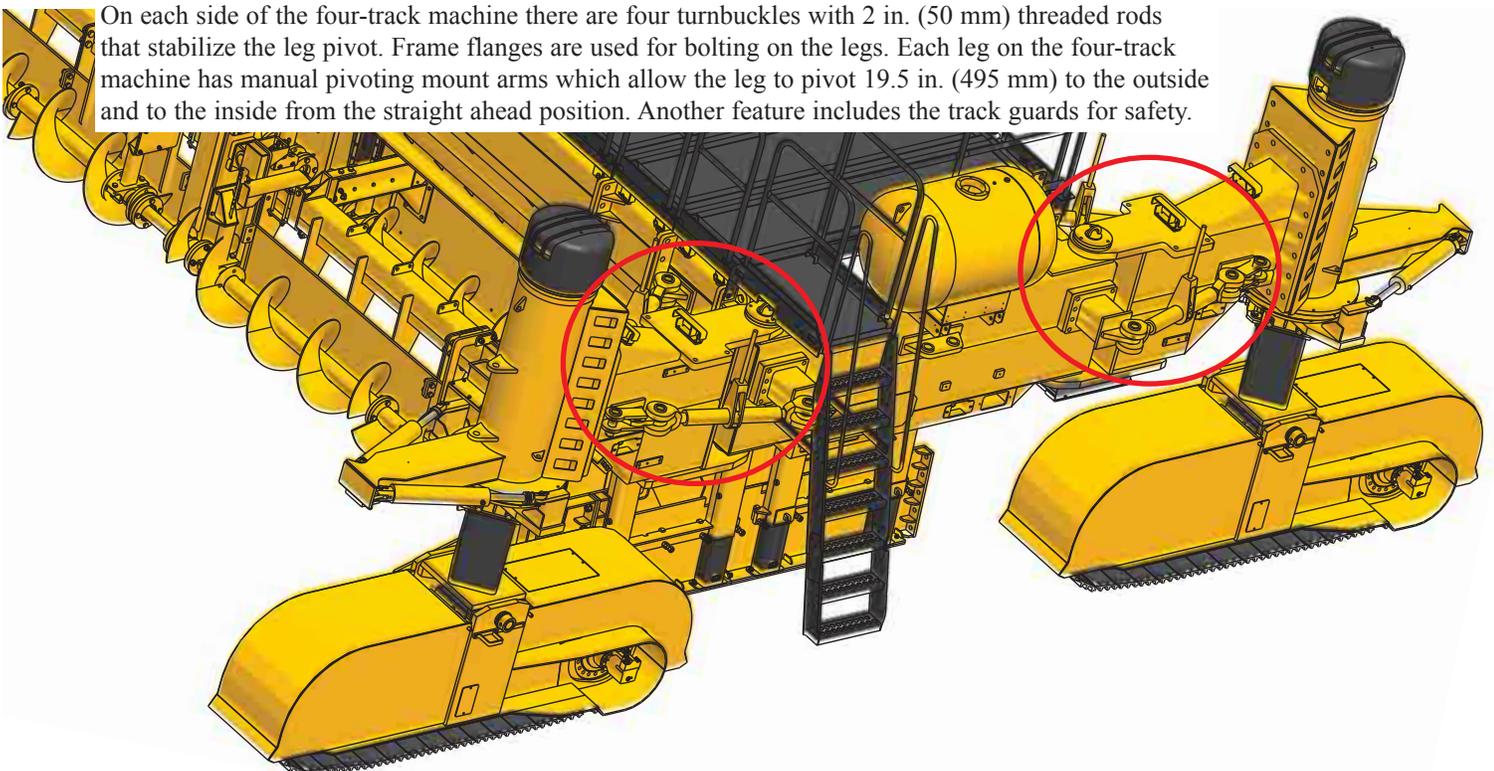
HW-100404-D7

GOMACO designed the GP-4000 with the strength and durability to handle all of your mainline paving projects.



Designed With Extra Strength

The illustration to the left shows a cross section of the robust frame structure. The top of the frame flange to the bottom of the T-Rail is 39.5 in. (1003 mm) and the width of the connecting flange is 17 in. (432 mm). The design of this frame structure was engineered to provide the machine with the strength and the rigidity to accommodate the wider paving widths of today's paving markets.



On each side of the four-track machine there are four turnbuckles with 2 in. (50 mm) threaded rods that stabilize the leg pivot. Frame flanges are used for bolting on the legs. Each leg on the four-track machine has manual pivoting mount arms which allow the leg to pivot 19.5 in. (495 mm) to the outside and to the inside from the straight ahead position. Another feature includes the track guards for safety.

ILITY, MOBILITY, AND SAFETY



HW-080606-D1

Power For Mainline Paving

The GP-4000 provides ample power for mainline paving projects. While paving a slab up to 50 ft. (15.24 m) wide, the GP-4000 easily handles a large head of concrete. The machine is equipped with an emission controlled C13 Caterpillar diesel engine that provides 440 hp (328.2 kW) @ 2200 rpm. There is a 200 gal. (757.1 L) fuel reservoir and a 320 gal. (1211.3 L) hydraulic oil reservoir.

Vibrators and Auger

Sixteen vibrators and sixteen vibrator circuits are standard on the GP-4000. Available for wider paving widths are the right-hand and left-hand modular extension packages. Each package has an additional sixteen vibrator circuits and a stationary cooler with hydraulic fan to cool the vibrator circuit oil. When equipped with both of these optional packages, the paver could then accommodate up to 48 vibrators.

(Left Photo) The GP-4000 is equipped with the 5000 series open-front mold. It has a reversible 16 in. (406 mm) diameter hydraulically-powered split auger. The auger speed provides up to 70 rpm while spreading the concrete across the width of the slab.

Transport

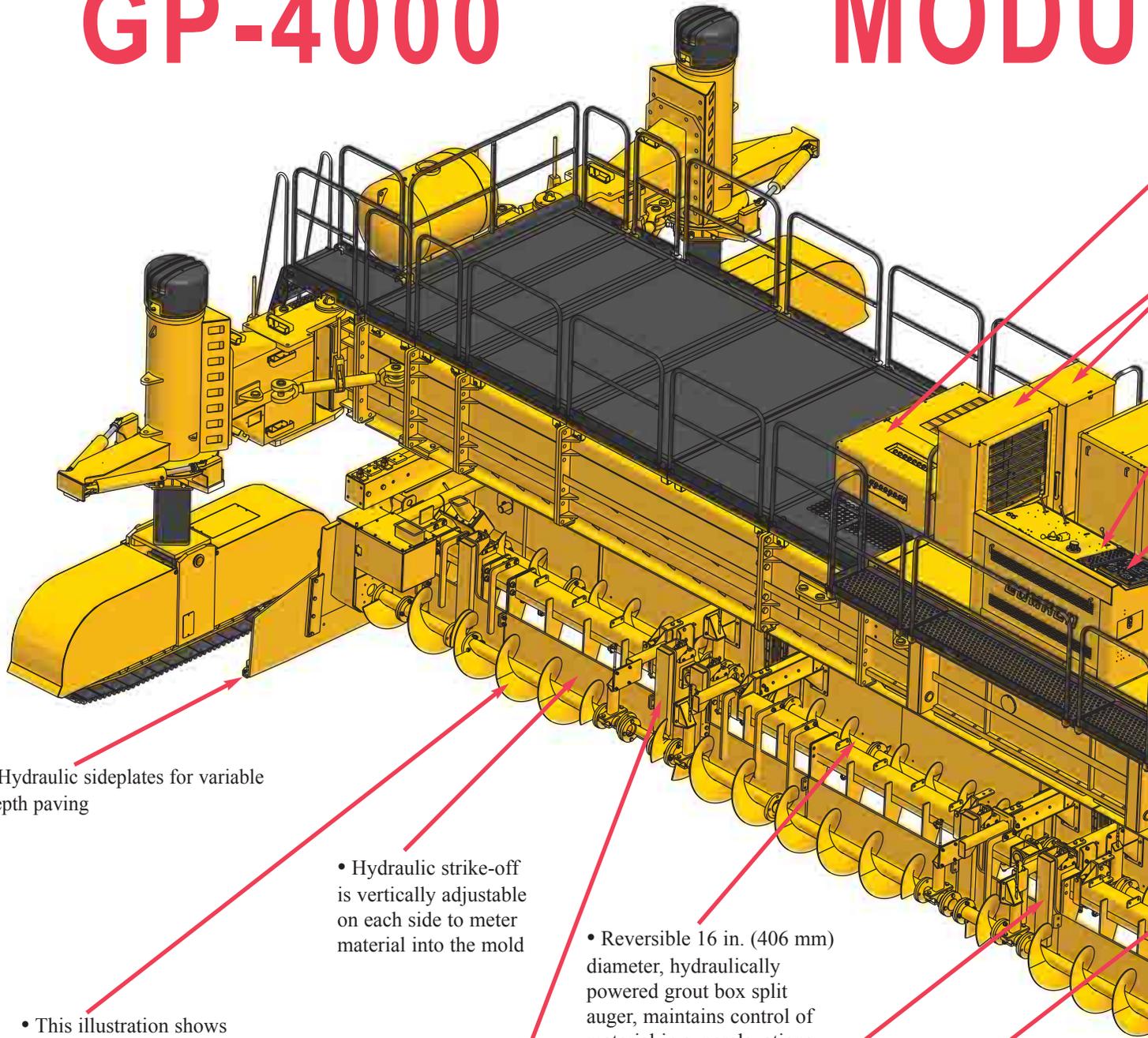


SH-080101-D3

The GP-4000 minimum transport height for the two-track is 8 ft. 7.5 in. (2.63 m) without tracks and mold. Minimum transport height for the four-track is 8 ft. 3.8 in. (2.54 m) without tracks, legs, pivots, and mold. Minimum transport width for the two-track without tracks and mold and for the four-track without tracks, legs, pivots, and mold is 9 ft. 7.8 in. (2.94 m). The minimum transport length for the two-track machine is 20 ft. 10.8 in. (6.37 m) without tracks, mold, and frame inserts. The minimum transport length for the four-track is 19 ft. 8.5 in. (6 m) without tracks, legs, pivots, mold, and frame inserts.

GP-4000

MODU



- Hydraulic sideplates for variable depth paving

- Hydraulic strike-off is vertically adjustable on each side to meter material into the mold

- Reversible 16 in. (406 mm) diameter, hydraulically powered grout box split auger, maintains control of material in superelevations

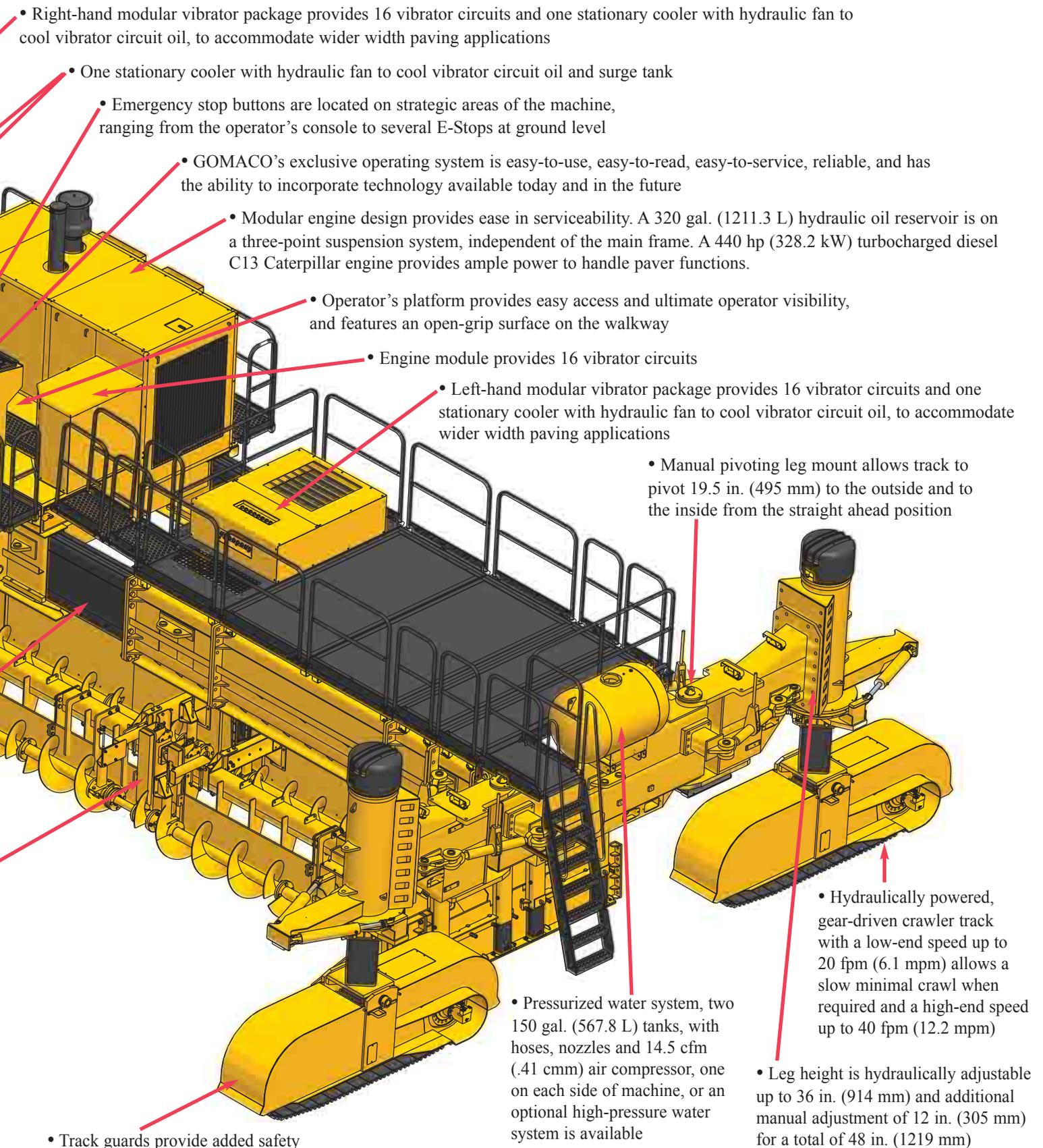
- Modular frame telescopes on the left side up to 3 ft. 6 in. (1.07 m) to accommodate variable width paving

- This illustration shows the four-track GP-4000 equipped with the 5000 series auger/strike-off mold with a 20 in. (508 mm) spreading auger and a maximum speed of 75 rpm @ 34 gpm (128.7 Lpm) flow

- PTA insert sections are for the three hydraulically powered transition adjusters (PTA's) in the mold, and they provide on-the-go transitions through superelevations and intersections (Note: number of PTAs depends on job specifications)

- This drawing shows the GP-4000 four-track paver set up for a maximum paving width of 50 ft. (15.24 m)

LAR SLIPFORM PAVER



- Right-hand modular vibrator package provides 16 vibrator circuits and one stationary cooler with hydraulic fan to cool vibrator circuit oil, to accommodate wider width paving applications

- One stationary cooler with hydraulic fan to cool vibrator circuit oil and surge tank

- Emergency stop buttons are located on strategic areas of the machine, ranging from the operator's console to several E-Stops at ground level

- GOMACO's exclusive operating system is easy-to-use, easy-to-read, easy-to-service, reliable, and has the ability to incorporate technology available today and in the future

- Modular engine design provides ease in serviceability. A 320 gal. (1211.3 L) hydraulic oil reservoir is on a three-point suspension system, independent of the main frame. A 440 hp (328.2 kW) turbocharged diesel C13 Caterpillar engine provides ample power to handle paver functions.

- Operator's platform provides easy access and ultimate operator visibility, and features an open-grip surface on the walkway

- Engine module provides 16 vibrator circuits

- Left-hand modular vibrator package provides 16 vibrator circuits and one stationary cooler with hydraulic fan to cool vibrator circuit oil, to accommodate wider width paving applications

- Manual pivoting leg mount allows track to pivot 19.5 in. (495 mm) to the outside and to the inside from the straight ahead position

- Hydraulically powered, gear-driven crawler track with a low-end speed up to 20 fpm (6.1 mpm) allows a slow minimal crawl when required and a high-end speed up to 40 fpm (12.2 mpm)

- Pressurized water system, two 150 gal. (567.8 L) tanks, with hoses, nozzles and 14.5 cfm (.41 cmm) air compressor, one on each side of machine, or an optional high-pressure water system is available

- Leg height is hydraulically adjustable up to 36 in. (914 mm) and additional manual adjustment of 12 in. (305 mm) for a total of 48 in. (1219 mm)

- Track guards provide added safety

GP-4000 FEATURES STATE-

The Digital Power of GOMACO's Exclusive Operating System

The world's first full color, full text, and multi-language paver control system.

GOMACO's operating system is a digital control system with a graphical display that provides easy to understand icons and multi-language commands. It is a revolutionary proprietary software and operating system that combines intelligence with simplicity for GOMACO construction equipment. The information is presented in full color, commands are presented in full text, and this system can contain multiple languages for operation.

The GOMACO operating system features a 6.5 inch (165 mm) anti-glare display screen with sensor-controlled backlight levels. It provides superior visibility under all operating conditions. Its rugged, shock resistant construction protects it against dust, moisture, and other outdoor elements. The high-brightness, color graphics, and fourteen (14) function buttons provide the ultimate user-friendly operator experience.



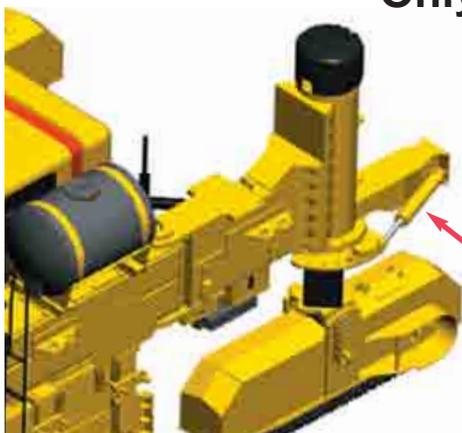
Training time on the machine is reduced dramatically because the user-friendly screen and controls are easy to understand. A simplified approach with screen icons is used to represent universal and quick identifications. Text fields provide complete descriptions of instructions, faults, or other communications in order to reduce the operator's learning curve to a minimum.

GOMACO's operating system is designed for the world market with the multi-language feature. This control system features the ability to operate in English and other languages of the operator's choice. It also offers the choice of metric or imperial measurements. The graphics, combined with your native language, make it easy to understand and easy to identify the target function.

Even faster troubleshooting is possible because the operating system gives you a full explanation of the problem. Advanced system diagnostics on the operating system automatically pinpoint and identify electrical circuit opens, shorts, and fault codes to aid in troubleshooting. A bright yellow LED light alerts the operator, and the operating system describes the fault with a full explanation and recommended action.

GOMACO's control system provides easy, push-button steering set up and trainable track steering when interfaced with GOMACO "smart" cylinders on the four-track GP-4000. Steering control has been simplified with the exclusive "smart" cylinders, used for dependable steering control feedback. The "smart" cylinder reduces moving parts and eliminates the physical adjustments to the steering system. The GOMACO operating system makes it possible to have push-button steering setup. The controller allows the operator to teach the "smart" cylinders to set a desired degree of leg rotation, so that the tracks do not strike any object in minimum-clearance or zero-clearance requirements, however, the operator has the option of overriding this setting.

Only GOMACO Offers Exclusive "Smart" Cylinders Featuring Push-Button Steering Control Setup



Only GOMACO offers "smart" steer cylinders to aid in the setup and operation of the four-track paver, especially in minimum-clearance projects.

Steering control has been simplified with exclusive "smart" cylinders, used for dependable steering control feedback, eliminating the sprocket, chain, and potentiometer at the top of each leg.

The "smart" cylinder reduces moving parts

and eliminates the physical adjustments to the steering system.

GOMACO's exclusive operating system now makes it possible to have push-button steering setup. The "smart" cylinders can be taught the desired degree of leg rotation, so that the tracks do not strike any object in minimum-clearance requirements. The operator has the option of overriding this setting.

OF-THE-ART TECHNOLOGY

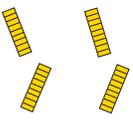
GOMACO'S SELECTIVE STEER CONTROLS

STEERING CHOICES FOR JOB-SITE MOBILITY AND TRANSPORTABILITY

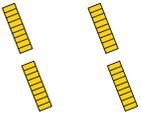
GOMACO's Selective Steer Controls feature a forward/reverse steer switch and a position switch used to select the stringline steer mode or one of the other steering modes with the steering control dial for manual track steering.



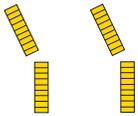
Stringline Steer Mode ... This mode is selected when steering is to be controlled by the steering sensors. The controller automatically recognizes where the sensors are plugged in and assigns steering, slope, or dual stringline to the appropriate tracks and display meters.



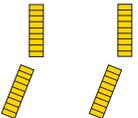
Coordinated Steer ... For minimum turning radius. When the steer select switch is in the "coordinated steer" position, the steering control dial will control the turning of the tracks. When the dial is in the center position, the tracks will be straight ahead. If the dial is turned left or right from the center position, the leading tracks will turn in the corresponding direction and the trailing tracks will turn in the opposite direction.



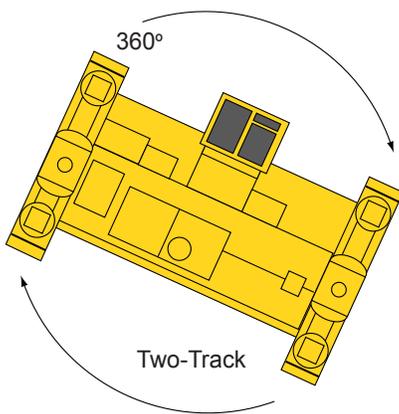
Crab Steer ... Walk sideways for ease in putting machine on line. When the steer select switch is in the "crab steer" position, the steering control dial will control the turning of the tracks. If the dial is turned left or right from the center position, all tracks will turn in the corresponding direction to walk the machine to the side.



Front Steer ... When the steer select switch is in the "front steer" position and the steering control dial is turned left or right from the center position, the front tracks will turn in the corresponding direction and the rear tracks will remain straight.

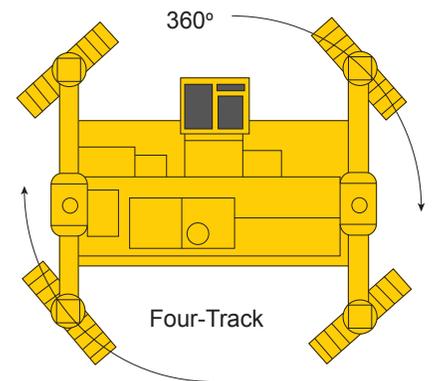


Rear Steer ... When the steer select switch is in the "rear steer" position and the steering control dial is turned left or right from the center position, the rear tracks will turn in the corresponding direction and the front tracks will remain straight.



360 Degree Counter-Rotation Provides Mobility

The unique counter-rotation programming with the exclusive operating system allows the paver to turn 360 degrees within its own dimensions, providing excellent job-site mobility.



GOMACO's Control System Easily Interfaces With New Stringless Technology

GOMACO Corporation has the control system of the future. The exclusive operating system allows GOMACO's slipform pavers, trimmers, and placer/spreaders to be controlled by an automated 3D machine-control system and not by stringline. The 3D control system is adaptable to the exclusive operating system. This system can accommodate radii or superelevations automatically according to design data. Real-time navigation systems allow the project data created in the CAD system to be directly put into the paving process.



V E R S A

BAR INSERTION SYSTEMS DESIGNED TO FIT YOUR PROJECT SPECIFICATIONS

GOMACO offers several bar insertion systems that are designed to accommodate your project specifications. Hydraulic cylinder, air-powered and manual insertion are the three types of bar insertion. Bar inserter attachments include the frame-mounted, mold-mounted, sidemounted, and trailing form. GOMACO's bar inserters provide easy and accurate bar placement at an exact job specification.



HW-099606-11

Frame-Mounted Bar Inserter

The frame-mounted bar inserter accurately places the transverse bar for the longitudinal joint. The inserters place the bars behind the vibrators. The bar spacing is determined by a timing wheel mounted to the crawler track.



29E-92-8-B1

Female keyway with hydraulic side bar insertion and vibration to the bar.

The hydraulic system includes vibration to the bar. Vibration is applied to the bar during insertion, which provides consolidation of concrete around the bars. This system requires one vibrator circuit. The minimum slab depth required is 12 in. (305 mm) and the maximum bar length is 30 in. (762 mm).



HW-089208-2A3



HW-099408-16A17

Trailing Form With Air-Powered L-Bar Insertion

The trailing form with air-powered or manual bar insertion is designed to trail the track on two-track pavers. This system will accommodate most types of bars.



HW-069509-20A

Trailing Form With Manual L-Bar Insertion



HW-099305-7

(Pictured Above) Sideplate Extension With Air-Powered L-Bar Insertion.

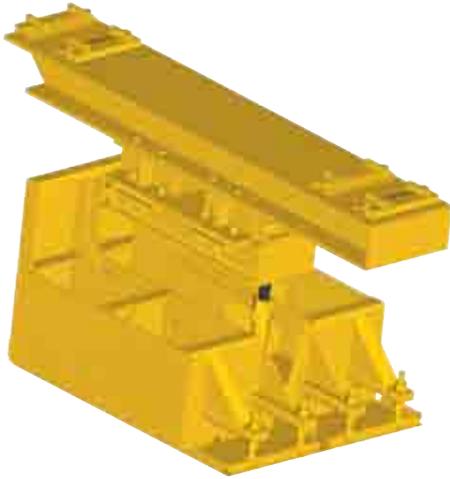


CC-089509-1A

(Right Photo) GOMACO's Air-Powered Side Bar Insertion For Male Keyway.

T I L L I T Y

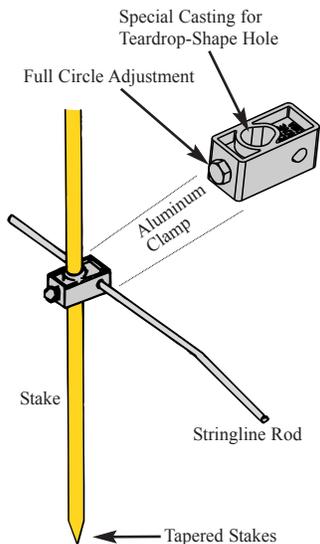
UNPARALLELED ACCURACY WITH THE GOMACO POWER TRANSITION ADJUSTER (PTA)



GOMACO's hydraulically powered transition adjuster (PTA) provides on-the-go transitions in the crown of the concrete slab.

A switch in the operator's console controls the PTA in a positive or negative (up or down) motion. This eliminates the crown in the paving mold/slab or brings the crown back into the mold/slab. These transitions are necessary in paving through superelevations and intersections. This simple solution provides an easy method for an operator to perform a smooth transition where necessary and accomplish the required slab profile as specified.

STRINGLINE ACCESSORIES



The line tension winch has a 3-to-1 gear ratio for tightening the line. The winch has a 1000 lb. (454 kg) pull capacity and mounts on two 48 in. (1219 mm) by 3/4 in. (19 mm) stakes. The winch reel holds 370 ft. (112.8 m) of 1/8 in. (3 mm) line.



The illustration above shows a stretch of roadway with a 3 in. (76 mm) crown to a zero (0) crown into a superelevation and out from zero (0) crown to a 3 in. (76 mm) crown. The operator has dialed in a minimum crown of zero (0) and a maximum crown of 3 in. (76 mm). The encoder wheel assemblies positioned on two of the tracks measure the distance of the two track lines inside and outside of the slab. The transition computer automatically averages these two distances to the total change from minimum to maximum crown over the total distance entered for the transition.

GOMACO'S COMPUTERIZED TRANSITION ADJUSTER

GOMACO offers a computerized transition adjuster that meets the increasing demands for a smooth riding surface. The optional specialized computer control allows for smooth transitions from a crown to a flat cross slope in a superelevation, or vice versa, calculating the number of steps to make the transitions.

The computer controls and synchronizes the power transition adjuster (PTA) on the paver to make the necessary adjustments as specific stations are reached in the transition.

GOMACO'S SENSOR EQUIPMENT IS RELIABLE AND COST EFFECTIVE

Sensor line and sensors provide the grade and steering information linked to GOMACO's exclusive operating system, located on the operator panel.

The GOMACO electronic-over-hydraulic sensor system provides intelligent control of grade and steering for paving accuracy, superior rideability and ease of operation.

GOMACO sensor line is designed specifically for electronically controlled equipment. GOMACO line rods are 3/8 in. (9.5 mm) diameter plated steel. The 18 in. (457 mm) length of the line rods allow an adjustment range of 12 in. (305 mm) for sensing accuracy. The line rod clamps are rustproof and durable, made of solid aluminum.

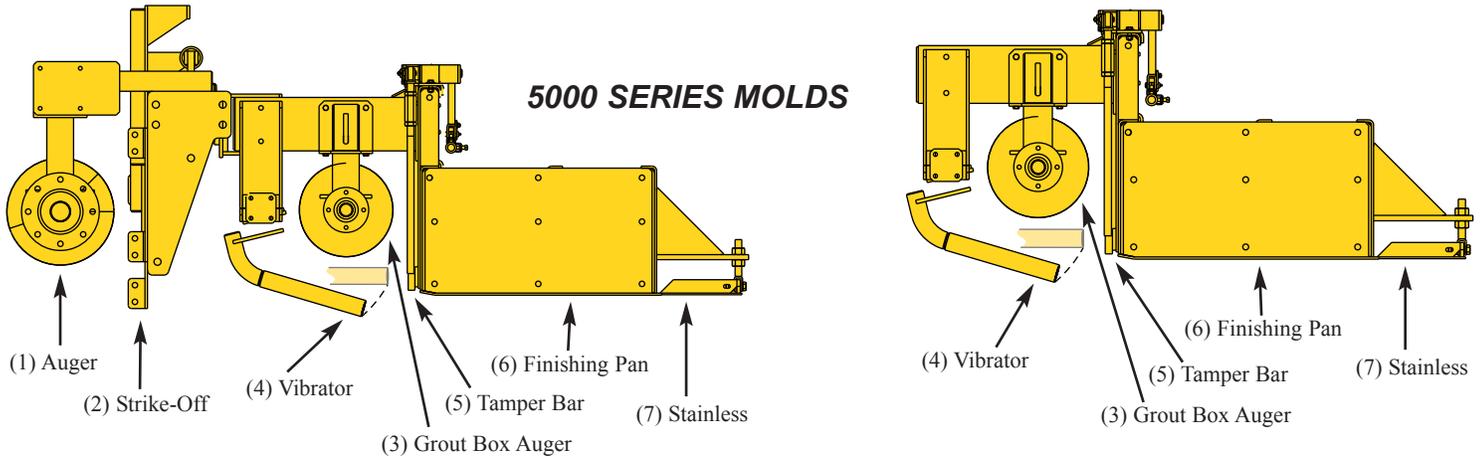
GOMACO's 48 in. (1219 mm) long sensor line stakes are machine tapered for easy driving and fast setup. The 3/4 in. (19 mm) diameter stake resists bending.



HVV-068705-11A12

ULTIMATE PAVING SYSTEMS

GOMACO OFFERS BOTH THE AUGER/STRIKE-OFF MOLD AND THE OPEN-FRONT MOLD



- (1) The front split auger serves to spread the concrete to a predetermined width. The right-hand and left-hand drive sections are independently controlled with variable speeds.
- (2) The strike-off is split for full, independent control. Both strike-off plates can be vertically controlled on the right and left sides, to meter material into the mold.
- (3) The GOMACO grout box auger is for control of material through transitions or superelevations.
- (4) Vibration is provided to the throat area of the mold for consolidation of concrete. The vibrators, with an automatic on/off control, activated with machine movement, are hydraulically powered with variable speeds up to 10,500 vpm. The vibrator positioning is hydraulically controlled for ease in start-up and finish.
- (5) The GOMACO tamper bar system tamps down the aggregate even with the surface of the pan, and assists in consolidation. The tamper bar is hydraulically powered with an automatic on/off control, activated with machine movement.
- (6) The finishing pan serves to level the concrete. The 5000 series mold and stainless is 60 in. (1524 mm) from front to back.
- (7) Adjustable stainless steel is exclusive to the GOMACO system. This seals the voids and provides the troweled GOMACO finish out of the mold.

(Items #1 and #2 Apply To Auger/Strike-Off Mold Only)

5000 Series Molds Available

- 5000 series open-front mold with a 16 in. (406 mm) auger and a maximum speed of 70 rpm @ 34 gpm (128.7 Lpm) flow.
- 5000 series auger/strike-off mold with a 20 in. (508 mm) front auger and a maximum speed of 42 rpm @ 34 gpm (128.7 Lpm) flow and a 16 in. (406 mm) grout box auger with a maximum speed of 12 rpm @ 8 gpm (30.3 Lpm) flow.

EDGE SLUMP CONTROL FROM GOMACO



Hydraulic Edge Slump Control

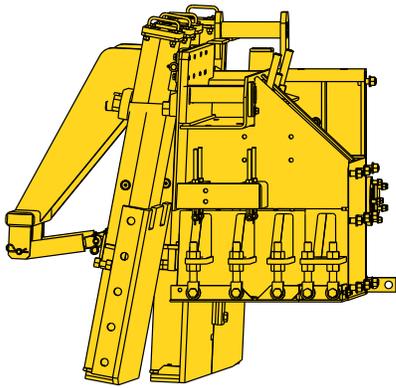
THE SUPERIOR GOMACO EDGE



GOMACO offers edge slump control to accommodate slump and mix design. Edge slump control is available in hydraulic or manual adjustments in the mold.



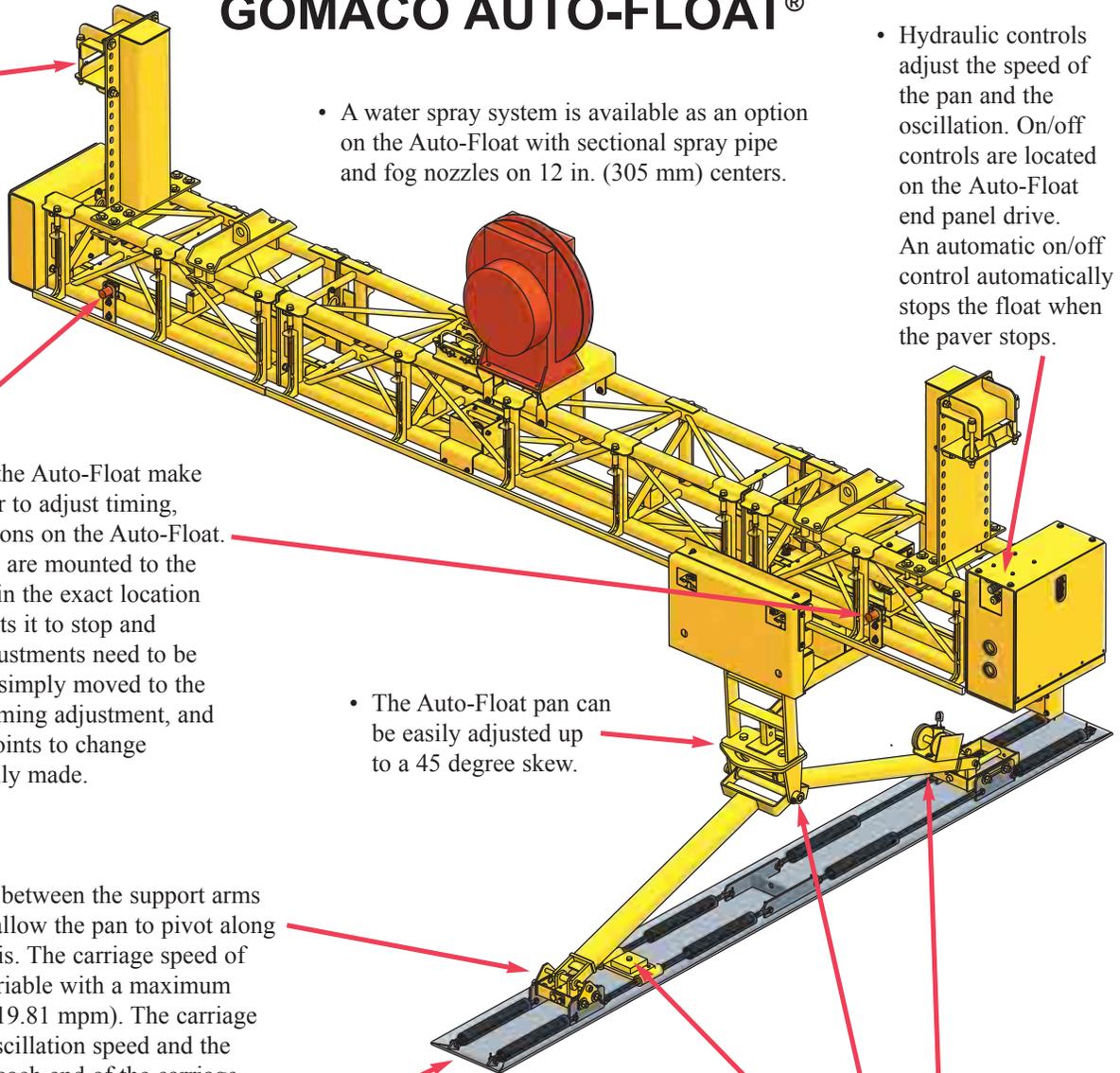
Manual Edge Slump Control



V ertical H inged S ideplates

GOMACO's Vertical Hinged Sideplates have hydraulic control for ease in start-up from an existing slab. The 4 in. (102 mm) cylinder stroke allows the split sideplates to open and close. This provides less labor and a smoother transition to the new slab. The Vertical Hinged Sideplates can be raised or lowered to negotiate headers and other obstacles. The Vertical Hinged Sideplates are for four-track pavers only.

GOMACO AUTO-FLOAT®



- The Auto-Float is an easy bolt-on attachment for all GOMACO slipform pavers, designed to automatically seal the concrete surface during the paving operation.

- A water spray system is available as an option on the Auto-Float with sectional spray pipe and fog nozzles on 12 in. (305 mm) centers.

- Hydraulic controls adjust the speed of the pan and the oscillation. On/off controls are located on the Auto-Float end panel drive. An automatic on/off control automatically stops the float when the paver stops.

- Proximity switches on the Auto-Float make it easier for the operator to adjust timing, delays, and other functions on the Auto-Float. The proximity switches are mounted to the Auto-Float framework in the exact location where the operator wants it to stop and change direction. If adjustments need to be made, the switches are simply moved to the new location. Set up, timing adjustment, and starting and stopping points to change direction can all be easily made.

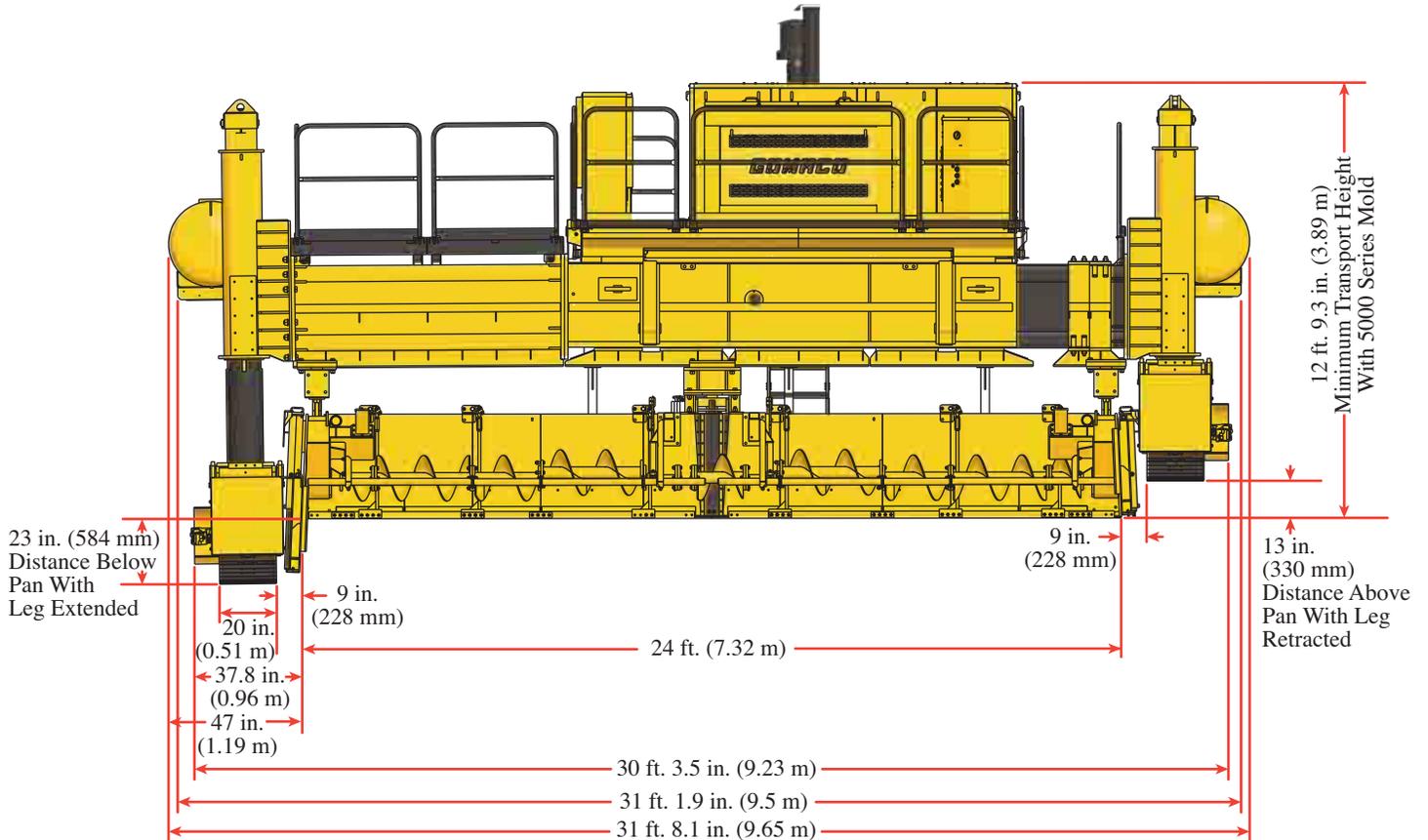
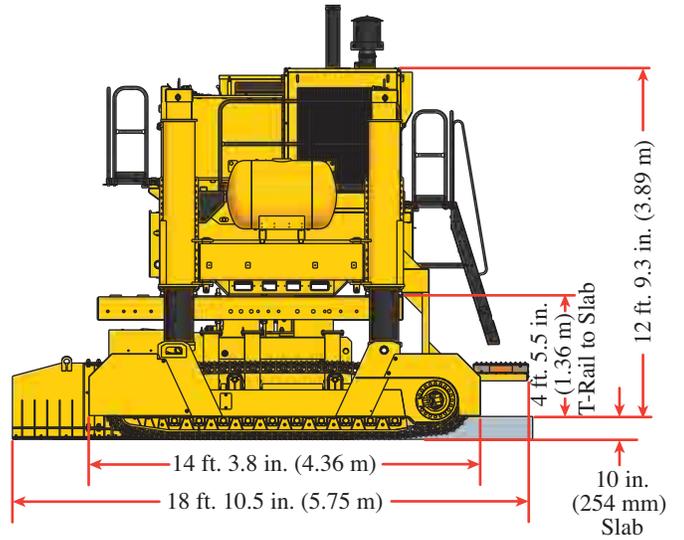
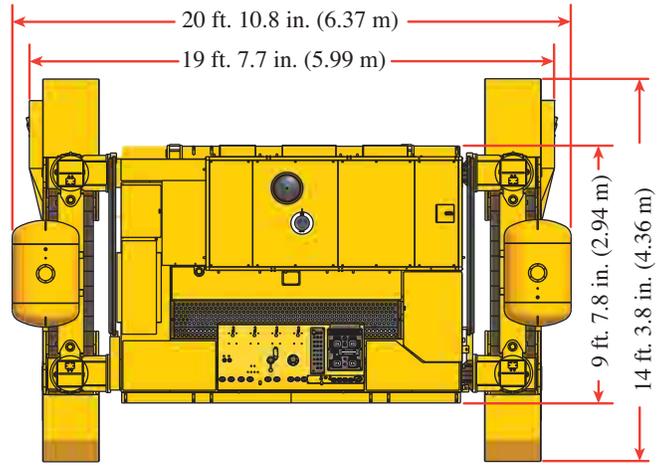
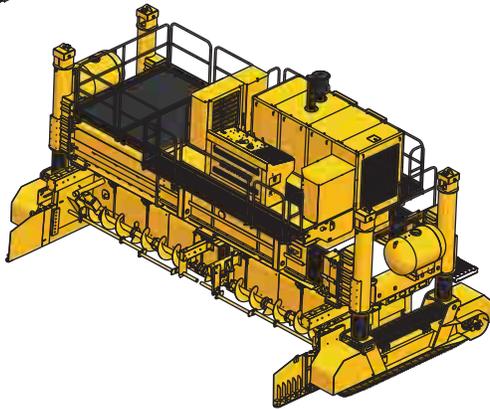
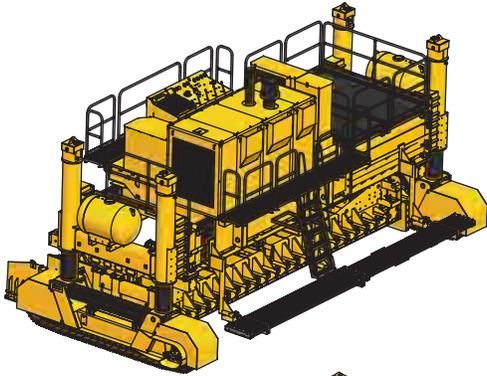
- The Auto-Float pan can be easily adjusted up to a 45 degree skew.

- Additional hinges between the support arms and the float pan allow the pan to pivot along its longitudinal axis. The carriage speed of the float pan is variable with a maximum speed of 65 fpm (19.81 mpm). The carriage speed, float pan oscillation speed and the hesitation time at each end of the carriage pass are controlled by a single valve.

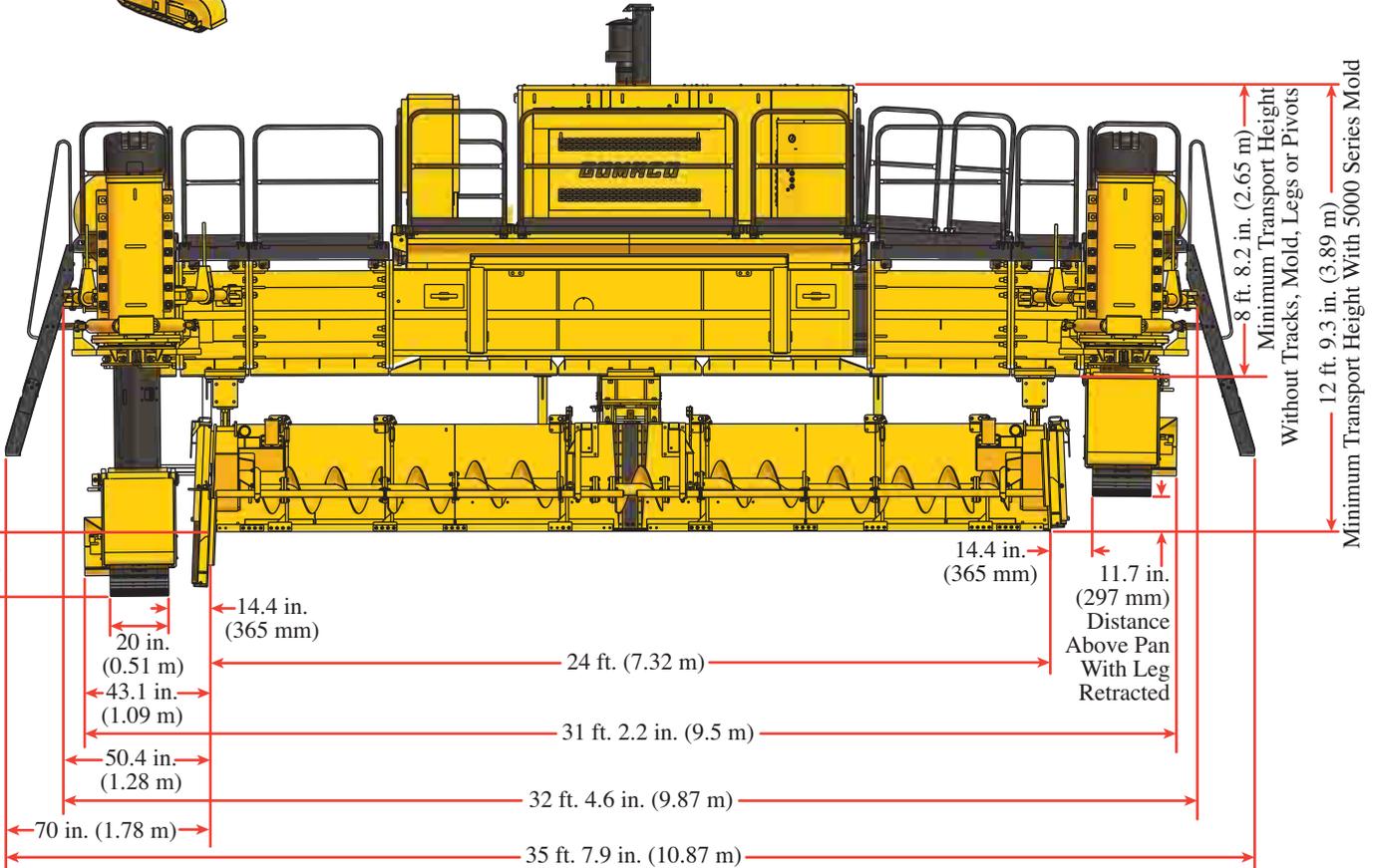
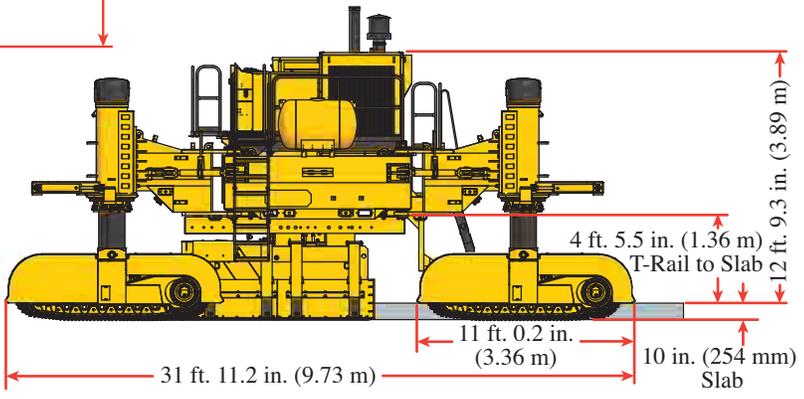
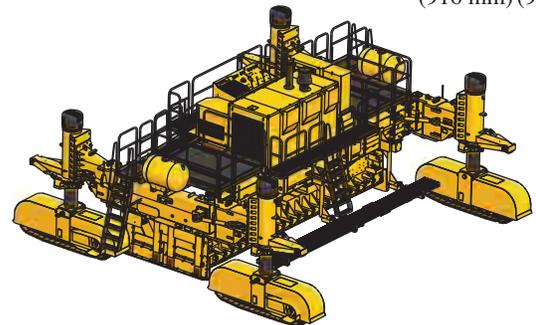
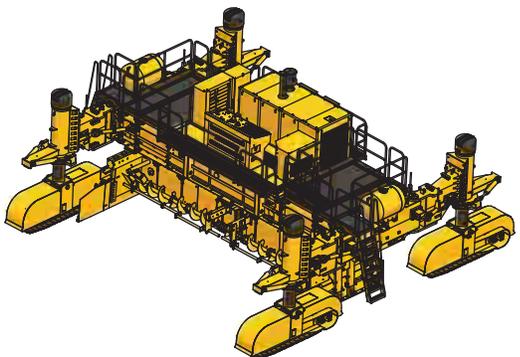
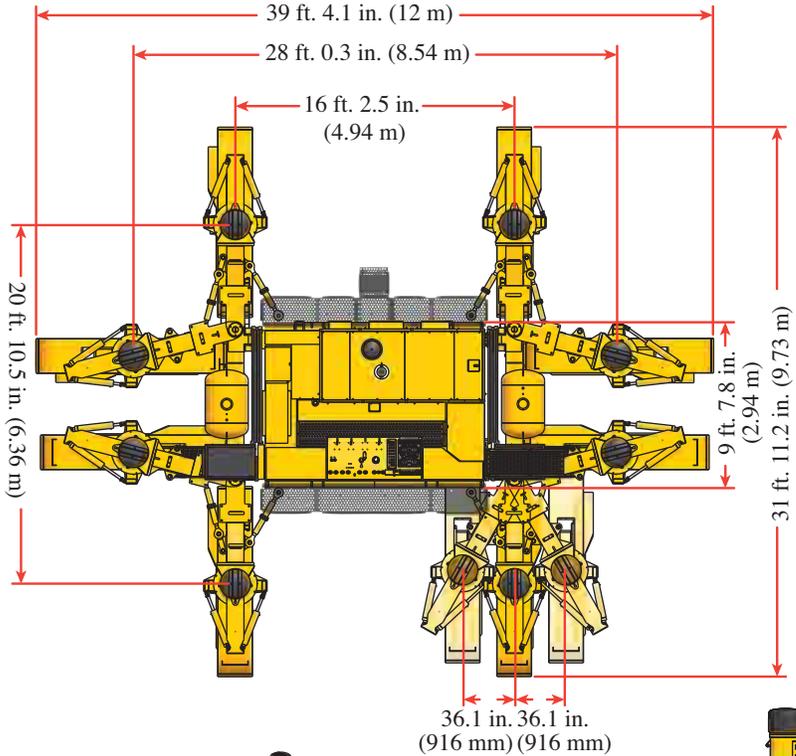
- The float pan is 8.5 in. (216 mm) wide and 12 ft. (3.66 m) long. The float pan oscillates up to 46 cycles per minute longitudinally with the concrete slab. The pan seals the surface as the member travels transversely across the width of the concrete slab.

- The GOMACO Auto-Float features hinged linkage to accommodate finishing through crowns and superelevations. The spring-adjustable float pan is attached to a scissor member that operates independently of the main frame of the attachment.

TWO-TRACK



FOUR-TRACK



SPECIFICATIONS FOR THE TWO-TRACK &

ENGINE

Type: C13 Caterpillar diesel engine (emission controlled).

Power: 440 hp (328.2 kW) @ 2200 rpm.

SERVICE CAPACITIES

Fuel reservoir: 200 gal. (757.1 L).

Hydraulic oil reservoir: 320 gal. (1211.3 L) oil reservoir on a three-point suspension system, independent of the main frame.

AUTOMATED CONTROL SYSTEM

Type: Electronic-over-hydraulic.

Controls: GOMACO's exclusive operating system features self-diagnostics for front and rear grade, cross slope, steering, and reverse steering for ease of operation. The GOMACO control system features dual grade controls for sensing stringline on both sides of machine simultaneously. Automatic on/off controls for vibrators and tamper bars are activated with machine movement.

TELESCOPING FRAME

Telescoping: Modular frame telescopes on the left side up to 3 ft. 6 in. (1.07 m).

AUGER SYSTEM

Type: Reversible 16 in. (406 mm) diameter hydraulically powered split auger.

Auger speed: Up to 70 rpm.

TAMPER SYSTEM

Type: Hydraulically powered split vertical tamping system.

Tamper speed: Adjustable up to 120 strokes per minute.

HYDRAULIC SYSTEM

Pumps: Two triple-stage pumps provide 196 gpm (741.9 Lpm) @ 2100 rpm. One main lift pump provides 37 gpm (140.1 Lpm) @ 2100 rpm. One auxiliary lift pump provides 37 gpm (140.1 Lpm) @ 2100 rpm.

Hydraulic oil cooling: One stationary cooler with hydraulic fan to cool vibrator and auger circuit oil.

Filtration: Four 10 micron return line filters, two 10 micron control circuit filters and five 100 mesh sump filters.

WATER SYSTEM

Type: Pressurized water system.

Capacity: Two 150 gal. (567.8 L) tanks with hoses, nozzles and 14.5 cfm (.41 cmm) air compressor for pressurized spray system.

Optional: High-pressure water system, with trigger gun control and adjustable pressure unloader for up to 2000 psi.

SLIPFORM MOLD

24 ft. (7.32 m) 5000 series mold: One right-hand drive section, one left-hand drive section, and one center insert with power transition adjuster (PTA) section. Balance of inserts per customer specifications.

Hydraulically pressure-compensated sideplates with variable depth adjustments. Additional insert sections for paving widths up to 50 ft. optional. GOMACO's patented computer-controlled transition adjuster available for transitions.

International mold: One 1-meter right-hand drive section, one 1-meter left-hand drive section, and one 1-meter power transition adjuster (PTA) section. Balance of metric inserts per customer specifications.

Hydraulically pressure-compensated sideplates with adjustment up to 483 millimeters. Additional insert sections for paving widths up to 15.25 meters optional. Computer-controlled transition adjuster available for transitions.

VIBRATORS

Type: Hydraulic motor-in-head powering an eccentric weight.

Quantity: 16 vibrators and 16 vibrator circuits.

Optional: Right-hand extension package with an additional 16 vibrator circuits. One additional stationary cooler with hydraulic fan to cool the vibrator circuit oil when equipped with 17 to 32 vibrators.

Optional: Left-hand extension package with additional 16 vibrator circuits. One additional stationary cooler with hydraulic fan to cool the vibrator circuit oil when equipped with 33 to 48 vibrators.

FOUR-TRACK SYSTEM

Type: Four hydraulically powered, gear-driven crawler tracks.

Overall track length: 11 ft. 3.36 in. (3.36 m) includes track fender.

Track pad width: 19.7 in. (500 mm).

Gearbox reduction: 396:1 gear reduction with two-speed hydraulic motors.

Track speed: Low speed up to 20 fpm (6.1 mpm), and high speed up to 40 fpm (12.2 mpm).

Ground pressure: 16.3 psi, based on 115,000 lb.

(52,164 kg) machine with weight evenly distributed.

Track height adjustment: Each track adjustable in 6 in. (152 mm) increments for 12 in. (305 mm) manual adjustment with 36 in. (914 mm) hydraulic adjustment.

Track positioning: Each track has manual pivoting track mount arms which allow track to pivot 19.5 in. (495 mm) to the outside and to the inside from the straight ahead position.

FOUR-TRACK GP-4000 SLIPFORM PAVER

TWO-TRACK SYSTEM

Type: Two hydraulically powered, gear-driven crawler tracks.

Overall track length: 14 ft. 3.83 in. (4.36 m) includes track fender. Optional 16 ft. (4.88 m) and 18 ft. (5.49 m) track lengths for paving wider widths.

Track pad width: 19.7 in. (500 mm).

Gearbox reduction: 396:1 gear reduction with two-speed hydraulic motors.

Track speed: Two-speed operation, low-end speed up to 20 fpm (6.1 mpm), and high-end speed up to 40 fpm (12.2 mpm).

Ground pressure: 14.5 psi, based on 88,000 lb. (39,916.8 kg) machine with weight evenly distributed.

Track height adjustment: Each track adjustable in 6 in. (152 mm) increments for 12 in. (305 mm) manual adjustment with 36 in. (914 mm) hydraulic adjustment.

DIMENSIONS

Two-track and four-track paving widths:

12 ft. (3.66 m) up to 50 ft. (15.24 m).

Two-track operational length: 18 ft. 10.5 in. (5.75 m).

Two-track operational width: 18 ft. 4 in. (5.59 m) to 56 ft. 4 in. (17.17 m).

Two-track operational height: 12 ft. 9.3 in. (3.89 m) plus slab depth.

Two-track minimum transport length: 20 ft. 10.8 in. (6.37 m) without tracks, mold, and frame inserts.

Two-track minimum transport width: 9 ft. 7.8 in. (2.94 m) without tracks and mold.

Two-track minimum transport height: 8 ft. 7.5 in. (2.63 m) without tracks and mold.

Four-track operational length: 31 ft. 11.2 in. (9.73 m).

Four-track operational width: 20 ft. (6.1 m) to 58 ft. (17.68 m).

Four-track operational height: 12 ft. 9.3 in. (3.89 m) plus slab depth.

Four-track minimum transport length: 19 ft. 8.5 in. (6 m) without tracks, legs, pivots, mold, and frame inserts.

Four-track minimum transport width: 9 ft. 7.8 in. (2.94 m) without tracks, legs, pivots, and mold.

Four-track minimum transport height: 8 ft. 3.8 in. (2.54 m) without tracks, legs, pivots, and mold.

WEIGHTS

(approximate, based on standard machine)

Two-track operational weight: 88,000 lbs. (39,917 kg) at 24 ft. (7.32 m) paving width.

Two-track transport weight: 70,000 lbs. (31,752 kg) without mold.

Four-track operational weight: 115,000 lbs. (52,164 kg) at 24 ft. (7.32 m) paving width.

Four-track transport weight: 97,000 lbs. (43,999 kg) without mold.

NOTE: Transport and operational weights are variable, depending on number of machine options.

ATTACHMENTS AVAILABLE

VHS, vertical hinged sideplates with hydraulic control and pressure-compensated.

Auto-Float® attachment.

Four-corner outrigger system, manual operation.

Four-corner outrigger system, hydraulic powered.

5000 series auger/strike-off mold with 20 in. (508 mm) auger.

3100 series auger/strike-off mold with 14 in. (356 mm) back auger and 16 in. (406 mm) front auger.

3100 series open-front mold with 14 in. (356 mm) auger.

Air compressor and pressurized tank for air bar inserters.

High-pressure water system.

Low-pressure water system.

Sensor-controlled power transition adjuster (PTA).

GOMACO's patented computer-controlled power transition adjuster (PTA).

Hydraulic edge slump control.

Frame extensions.

Grade averaging ski.

IDBI dowel bar inserter.

Sideplate extensions for bar insertion.

Manual bar inserter.

Air-powered bar inserter.

Hydraulic side bar inserter with vibration.

Frame-mounted bar inserters.

Mold-mounted bar inserters.

Keyway crimper and punch assembly.

Bolt-on male keyway attachments.

Spreader-plow.

3D package for stringless control.

Other options are available to customize machine to accommodate applications and customer needs.

GP-4000 PROVIDES VERSATILITY

The versatile GOMACO GP-4000 four-track provides simultaneous trimming and canal paving on a Marine Base in California. The profile of this canal is 24.5 ft. (7.5 m) wide and 36 in. (914 mm) deep, and runs through part of the Mojave desert. Excellent production results were achieved.



HW-040601-D7



HW-040502-D9

DESIGNED FOR SAFETY

The GP-4000 is carefully designed to give years of dependable and safe service. Emergency stop buttons are located on strategic areas of the machine. The E-Stops are on the operator's console and on corners of the machine. Other safety features include track guards, warning decals, an operator's manual, and a safety manual. GOMACO machines are also designed to provide the operator maximum visibility over the entire paving operation.

GOMACO CORPORATION RECOMMENDS THE IMPLEMENTATION OF ALL SAFETY PROCEDURES



The Worldwide Leader in Concrete Paving Technology

Worldwide Headquarters
GOMACO Corporation
PO Box 151
Ida Grove, IA USA 51445
Ph: 712-364-3347
www.gomaco.com
E-mail: info@gomaco.com

European Headquarters
GOMACO International Ltd. is
located in Witney, England.

Sales offices are located in Singapore, Bolivia, Australia, China and India. GOMACO has a worldwide distributor network for sales and service.

You can always find us at
<http://www.gomaco.com/gp4000>

Cover Photo: HW-050408-D7

MANUFACTURED UNDER ONE OR MORE OF THE FOLLOWING U.S. OR FOREIGN PATENTS: 5,190,397; 5,209,602; 5,924,817; 5,941,659; 6,099,204; 6,450,048; 2,211,331; 2,069,516; 7,044,680; 7,284,472; 7,517,171; 7,845,878; 7,850,395; AND PATENTS PENDING.

GOMACO Corporation reserves the right to make improvements in design, material, and/or changes in specifications at any time without notice and without incurring any obligation related to such changes. Performance data is based on averages and may vary from machine to machine.

Printed in U.S.A. © 2012 (3 Web) GOMACO Corporation Order #0405-0A10350



GOMACO Corporation's Quality Management System Is ISO 9001:2008 Certified By The American Systems Registrar.



Quality Policy: We Shall Meet Or Exceed Our Customers' Expectations.